In the Claims:

Please cancel original claims 1-21.

22. (New) Device for a temperature control in an aircraft cabin (104), comprising

– a first supply control arrangement for controlling the supply of heated air from a first source into a first temperature area (106) of the aircraft cabin (104) depending on a specified first temperature for the first temperature area, and

– a first pressure control arrangement (176) for controlling a current pressure of heated air supplied from the first source in the first supply control arrangement in the event of a malfunction of the first supply control arrangement depending on the specified first temperature.

23. (New) Device according to claim 22, comprising

– the first supply control arrangement for controlling the supply of heated air from the first source into a second temperature area (108) of the aircraft cabin (104) depending on a specified second temperature for the second temperature area, and

– the first pressure control arrangement (176) for controlling a current pressure of heated air supplied from the first source in the first supply control arrangement in the event of a malfunction of the first supply control arrangement depending on the specified second temperature.

24. (New) Device according to claim 22, comprising

– a second supply control arrangement (178) for controlling the supply of heated air from a second source into a third temperature area (107) of the aircraft cabin (104) depending on a specified third temperature for the third temperature area, and

– a second pressure control arrangement (178) for controlling a current pressure of heated air supplied from the second source in the second supplied control arrangement in the event of a malfunction of the second supply control arrangement depending on the specified third temperature.

25. (New) Device according to claim 24, comprising

– the second supply control arrangement (178) for controlling the supply of heated air from the second source into a fourth temperature area (109) of the aircraft cabin (104) depending on a specified fourth temperature for the fourth temperature area, and

– a second pressure control arrangement (178) for controlling a current pressure of heated air supplied from the second source in the second supplied in the second supply control arrangement in the event of a malfunction of the second supply control arrangement depending on the specified fourth temperature.

26. (New) Device according to claim 22. wherein the supply control arrangement comprises an air intake (181, 183, 245, 249), which is connected to the corresponding pressure control arrangement (176, 178), an air outlet which is connected to the corresponding temperature area, and an air duct (82, 244, 248), which is connected between the air intake and the air outlet.

27. (New) Device according to claim 26, wherein the air outlet comprises air outlet ducts (142-156, 212-226), which are associated to temperature zones (110-124, 194-208) of the corresponding temperature area.

28. (New) Device according to claim 26, wherein the supply control arrangement comprises a valve arrangement for the temperature-dependent supply of heated air to the corresponding temperature area (106-109), which valve arrangement is disposed at the corresponding air outlet (142-156, 212-226).

29. (New) Device according to claim 28, wherein the valve arrangement comprises valves (138-172, 228-242) for the temperature-dependent supply of heated air to the corresponding temperature area (110-124, 194-208), which valves (142-156, 212-226) are disposed in each of the corresponding air outlet ducts (142-156, 212-226) of the corresponding temperature area (106-109).

30. (New) Device according to claim 22, wherein an operating status detecting arrangement is associated to the supply control arrangement for detecting a current operating status of the corresponding supply control arrangement.

31. (New) Device according to claim 22, comprising

– a pressure detecting arrangement (177, 179) for detecting a current pressure in the corresponding supply control arrangement, which pressure detecting arrangement (177, 179) is connected to the pressure control arrangement (176, 178) and is disposed in the corresponding supply control arrangement.

32. (New) Device according to claim 24, comprising

– a connecting arrangement (188, 252) for selective connection between the first supply control arrangement and the second supply control arrangement.

33. (New) Device according to claim 22, wherein the supply control arrangement comprises a shut-off arrangement (190, 192, 246, 250) in order to prevent airflow upstream in the direction from the corresponding temperature area to the corresponding pressure control arrangement (176, 178).

34. (New) Method for controlling temperature in an aircraft cabin, wherein

– the supply of heated air from a first source into a first temperature area of the aircraft cabin is controlled depending on a specified first temperature for the first temperature area, and

– in the event of a malfunctioning air supply control in the firs temperature area, a current pressure of heated air supplied from the first source is controlled depending upon the specified first temperature.

35. (New) Method according to claim 34, wherein

– the supply of heated air from the first source into a second temperature area of the aircraft cabin is controlled depending upon a specified second temperature for the second temperature area, and

– in the event of a malfunctioning air supply control in the second temperature area, a current pressure of heated air supplied from the first source is controlled depending upon the specified second temperature.

36. (New) Method according to claim 34, wherein

– the supply of heated air from a second source into a third temperature area of the aircraft cabin is controlled depending upon a specified third temperature for the third temperature area, and

– in the event of a malfunctioning air supply control in the third temperature area, a current pressure of heated air supplied from the second source is controlled depending upon the specified third temperature.

37. (New) Method according to claim 36, wherein

– the supply of heated air from the second source into a fourth temperature area of the aircraft cabin is controlled depending upon a specified fourth temperature for the fourth temperature area, and

– in the event of a malfunctioning air supply control in the fourth temperature area, a current pressure of air supplied from the second source is controlled depending upon the specified fourth temperature.

38. (New) Method according to claim 34, wherein the air supply control to a corresponding temperature area is brought about by valve-controlled means.

39. (New) Method according to claim 34, wherein the air supply is brought about into temperature zones of the corresponding temperature area.

40. (New) Method according to claim 34, wherein the air supply control is monitored in order to detect a malfunctioning air supply control.

41. (New) Method according to claim 35, wherein a current air pressure is detected for the purpose of air supply control.

42. (New) Method according to claim 35, wherein

– in the event of a malfunctioning supply control of heated air from the first source and/or a malfunctioning control o the pressure for air supplied from the first source, the supply of heated air from the first source is at least partly replaced by a supply of air from the second source, or

– in the event of a malfunctioning supply control of air from the second source and/or a malfunctioning pressure control for air supplied from t he second source, the supply of air from the second source is at least partly replaced by a supply of air from the second source.